(c) The main reasons for the shortfall are as under:

(i) Indian shipping tonnage has not increased at a matching rate with the increase in sea-borne trade.

(ii) Indian shipping companies have been giverr*freedom to trade their vessels as per their commercial judgement in cross trade without any obligation to carry Indian cargo.

(iii) Inadequate fiscal and financial incentives.

(d) Government had constituted a Committee under the Chairmanship of Director **General of Shipping to recommend to the Government, National Shipping Policy. This Committee has since submitted its Report on 31.07.97.**

Delay in completion of Paradeep Port update project

1671. SHRI KRISHNA KUMAR BIRLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the completion of Paradeep Port update project for expansion of mechanical coal handling facilities - is anticipated to be delayed considerably;

(b) if so, by when the project is likely to be completed according to the revised schedule as against the original target of its completion;

(c) what are the reasons therefor;

(d) the extent to which the cost of the project is likely to escalate as a result < thereof; and

(e) what steps have been taken by Government to ensure the completion of , the project according to the revised schedule to avoid further cost escalation? ,

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) and (b) Mechanical Coal Handling Project at Paradip Port is likely to be completed by December, 1999 as against the original target of 28th September. 1998.

(c) The reasons for delay are:

(i) Delay in obtaining Railway Approval for Train Unloading System and Rail Layout.

(ii) Litigation in the case.

(iii) Delay due to rebidding of a package because of withdrawal of bid validity by the successful bidder during extended bid validity period.

(d) The revised cost of the project is being worked out by the Port.

(e) The Government has constituted a High Level Steering Committee to monitor" the progress of the project. The monitoring of projects at Port and Ministry level has also been strengthened.

Repair of National Highways in Tamil Nadu

1672. SHRI N. THALAVAI SUNDARAM: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware that most of the National Highways in Tamil Nadu are in tad condition which are damaging not only vehicles but also resulting excess consumption of petroleum products;

(b) the total amount sanctioned and released for repairing these highways during 1996-97 and 1997-98; and

(c) by when the repairing work is likely to be completed?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Government of India keeps on monitoring the condition of National Highways and maintains the same in traffic worthy condition by alloting the funds annually to the State Government, within available resources, for regular repair/maintenance of damaged portion, if any, on National Highways.

(b) Total amount sanctioned/released during 1996-97 and 1997-98 is Rs. 16.18 crores and Rs. 12.70 crores respectively.

(c) Maintenance and repair of National Highways works is a continuous process and damages are attended to as per requirement.

Central Road funds to Bihar

1673. SHRI GYAN RANJAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what was the year-wise details of the funds allocated to Bihar from Central Road Fund during last three years;

(b) what is the amount likely to be allocated for the year 1997-98;

(c) whether any request has been received from the State Government for more allocation; and

(d) if so, what are the details thereof?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Allocation from Central Road Fund to the State of Bihar during the last three years is as under:—

Year	Amount (Rs. in lakhs)
1994-95	166.00
1995-96	25.00
1996-97	10.00

(b) It is too early to indicate the funds likely 'to be released to the State during 1997-98.

(c) and (d) Allocation of funds from Central Road Fund (CRF) is done on lump sum basis having regard to the accruals on the basis of consumption of petrol in the respective States, schemes sanctioned and the availability of funds. As such allocation in excess of the above norms is not admissible.

Privatisation of Mormugao Port Trust, Goa

1674. SHRI JOHN. F. FERNANDES: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what were terms and conditions for Mormugao Port Trust, Goa to privatise three of its berths and give it for ship-repairing dock to western Gadgid;

(b) whether all terms and conditions are being fulfilled and all dues to the MPT are being paid; and

(c) if not, what are the outstanding dues, and what steps are being taken to recover the dues?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Mormugao Port Trust has entered into agreement with Ms. Western India Shipyard Ltd. (WISL) on 5.4.1993 for leasing of 31.000m2 (approx) land area and 50.000m2 (approx) water area for setting up of floating dry dock and ship repairing facilities at Mormugao Port. The main terms and conditions are given below:—

(i) The licence period is 25 years.

(ii) The annual licence fee of Rs. 96 lakhs shall be paid by WISL by 5th March every year.

(iii) The licence fee will be revised upwards by 20% after every 3 years. Port also has option to revise the base at the time of revision of licence fee.

(iv) Submission of Bank Guarantee of Rs. 288 lakhs equivalent to 3 years lease rentals duly enhanced as per rate applicable. This. Bank Guarantee shall be in-force for entire lease period of 25 years.

(v) Submission of Bank Guarantee of Rs. 192 lakhs equivalent to 2 years lease rental towards performance till the completion of the project.